

Circular No. 23, Quartermaster General's Office, 1911

FREIGHT AND PASSENGER
LAND-GRANT EQUALIZATION AGREEMENTS
AND LIST OF CARRIERS
PARTICIPATING

November 15, 1911



WASHINGTON :: GOVERNMENT PRINTING OFFICE :: 1911

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WAR DEPARTMENT,
OFFICE OF QUARTERMASTER GENERAL,
Washington, November 15, 1911.

The following forms of agreements, showing the basis upon which competing carriers will accept via their respective lines the same net rates on both freight and passenger traffic as are effective via land-grant lines (with exceptions as shown), and list of carriers agreeing to accept the specified basis of settlement, are published for the information and guidance of officers of the Army on duty in the Quartermaster's Department and all others concerned. They will supersede all former information published by this department relative to land-grant equalization and carriers participating.

1. The following instructions will be carefully noted and strictly complied with in connection with the routing of freight and passengers and the settlement of transportation accounts for such service presented by common carriers:

2. Passenger or freight traffic must not be routed over or in connection with any carrier not shown as an agreement line herein, except as follows:

- (a) Where no other route is available.
- (b) Where lower rates are available by such carrier.
- (c) Where bids are invited and such carrier submits the lowest bid.
- (d) As shown in paragraph 3.

3. Carriers in trunk line and New England territories (i. e., east of Buffalo, N. Y., Pittsburgh, Pa., Wheeling and Charleston, W. Va., and north of the Virginia State line) do not participate in land-grant deductions on freight traffic, but such deductions are absorbed by their southern or western connections. Freight traffic can, therefore, be routed over any of the lines in trunk line and New England territories, provided routing south or west thereof is in connection with carriers shown as agreement lines herein.

4. Particular attention is invited to the special exceptions of certain carriers to both passenger and freight agreements. Where these special exceptions provide that the carriers shown in margin will not equalize the lowest rates available on certain specified traffic, such traffic should not be forwarded via the carriers shown, unless no other route is available. Where special exceptions provide that lowest available rates will not be protected via certain routes, such routes should not be used.

(3)

5. PASSENGER TRAFFIC AGREEMENT.

For transportation of persons for whom the United States Government is lawfully entitled to reduce fares over land-grant roads, the carriers whose names are shown herein, when movement is to be made under United States requests for transportation of the issue of the War Department, hereby agree, subject to the exceptions filed by each individual line forming part of a through route and subject also to the general exceptions (a, b, c, d, e, f, g, h, i, j, and k), herein specifically stated, to accept lowest net fare and lowest net excess baggage rate lawfully available as derived through deductions account land-grant distance from a lawful fare filed with the Interstate Commerce Commission as applying from point of origin to destination at time of movement.

GENERAL EXCEPTIONS.

(See also modifications and special exceptions.)

(a) Net fares to and from California, established through Portland over Shasta route, will not be equalized via Ogden or Salt Lake City, Albuquerque, El Paso, Deming, or Los Angeles.

(b) Net fares to or from North Pacific coast, established via Shasta route, will not be equalized through the Huntington, Billings, Mobridge, St. Paul, or Duluth gateways, except from and to Louisiana and Texas points and points in the southeast on and south of a line drawn through Vicksburg, Meridian, Birmingham, Atlanta, Augusta, and Charleston.

(c) Net fares between Fort Riley, Kans., and points east, north, and south of Missouri River gateways, Omaha to Kansas City, inclusive, except to and from St. Louis proper and Jefferson Barracks, Mo., established via free land-grant mileage of the Missouri, Kansas & Texas Railway, will not be equalized via Missouri River gateways, Omaha to Kansas City, inclusive.

(d) Net fares established via land-grant line through Cairo and Poplar Bluff will not be equalized via other routes.

(e) Net fares between Coffeyville, Kans., and territory east and south thereof, and Council Grove, Kans., Junction City, Kans., Emporia, Kans., or Fort Riley, Kans., or beyond, established via the Missouri, Kansas & Texas Railway through Humboldt, Kans., will not be equalized via other routes.

(f) Net fares established via the land-grant lines between or through Kansas City and Texarkana, via Coffeyville, Fort Smith, and Little Rock will not be equalized via other routes.

(g) Net fares established via land-grant line between or through Memphis, Fort Smith, and Coffeyville, will not be equalized via other routes.

(h) Net fares from Toledo, Ohio, to points north and west of St. Ignace, Mich., established via Mackinaw City, Mich., will not be equalized or applied via other gateways.

(i) Net fares established via land-grant line through Jonesville, Mich., and Mackinaw City, Mich., will not be equalized or applied via other routes.

(j)¹ Net fares from, to, or through St. Paul, Duluth, Mobridge, or Missouri River gateways, established via free land-grant line between Mackinaw City and Lansing, Mich., will not be equalized via other routes.

(k)¹ Net fares established via land-grant line between or from Kansas City, Mo., and Memphis, Tenn., via Howe, Okla., Mansfield, Ark., Wister, Okla., or McAlester, Okla., will not be equalized via other routes.

This agreement to remain effective during the calendar year ending December 31, 1911, and thereafter from year to year unless the carrier files notice of withdrawal with the Quartermaster General of the Army, Washington, D. C., at least 60 days prior to the beginning of any calendar year.

This cancels all previous equalization notices affecting passenger fares and conditions filed by the carriers whose names are shown herein.

6. SPECIAL EXCEPTIONS TO PASSENGER AGREEMENTS FILED BY THE CARRIERS SHOWN IN MARGIN OF EACH EXCEPTION.

	Carriers.
1. Equalization afforded under the form of agreement will not apply on traffic to, from, or through California interchanged at Daggett or Los Angeles with the San Pedro, Los Angeles & Salt Lake R. R.	A., T. & S. F. Ry. Sys.
2. Between Fort Robinson and Fort Meade (Sturgis) and San Francisco, Monterey, and Benicia, net fares lawfully available through Portland over Shasta route, plus \$2 per capita will be accepted through Orin Junction, Cheyenne or Denver, and Ogden or Salt Lake City.	C. & N. W. C., B. & Q. C. & S. Colo. Mid. D. & R. G. Southern Pac. Union Pac. Western Pac.

¹ General exceptions j and k effective Jan. 1, 1912.

6. SPECIAL EXCEPTIONS TO PASSENGER AGREEMENTS FILED BY THE CARRIERS SHOWN IN MARGIN OF EACH EXCEPTION—Continued.

Carriers.	
3. Net fares between any points where said fares are established in part or in whole by the use of the free land-grant lines between Ortonville, Minn., and Hastings, Minn., and between Airlie, Minn., and Houston, Minn., will not be equalized.	C. & N. W. C., St. P., M. & O. Great Nor. Nor. Pac.
4. In accordance with form of agreement, net fares established from point to point, between which fares are not on file with the Interstate Commerce Commission from point of origin to destination, will not be equalized except as follows:	
(a) Between Fort Riley, Kans., and Denver, Colo., and beyond, net fares will be accepted made by combination of local fare between Fort Riley and Junction City, Kans., and the net fares established via Emporia, Kans., between Junction City and territory named.	C., R. I. & P Colo. Mid. D. & R. G. Mo. Pac. O. S. L. U. P.
(b) Between Fort Riley, Kans., and points in California on or via Southern Pacific Co. (P. S.) or Western Pacific Ry., net fares made by combination of local fare between Fort Riley and Junction City, Kans., added to net fares to or from Junction City established via Emporia and Albuquerque will be accepted via Ogden, Salt Lake City or El Paso.	C., R. I. & G. C., R. I. & P. Colo. Mid. D. & R. G. E. P. & S. W. Mo. Pac. S. P., L. A. & S. L. So. Pac. U. P. W. P.
(c) Between Missouri River gateways, also points east thereof, and stations on Union Pacific R. R. west of Denver, Colo. (including Fort D. A. Russell, Wyo.), net fares made by combination of net fares between Missouri River, also points east thereof, and Denver, Colo., and local fare beyond Denver, will be accepted.	U. P.
5. Net fares between points on Oregon Short Line R. R. and North Pacific coast points established via Shasta route, will be equalized via Ogden and Huntington, provided said fares are applied exclusively to traffic that originates and terminates in the territory described.	D. & R. G. Great Nor. Nor. Pac. O. S. L. O.-W. R. & N. Co.
6. Net fares established via the Chicago, Rock Island & Pacific Ry. between Memphis, Tenn., and Little Rock, Ark., will not be equalized via the lines of the St. Louis, Iron Mountain & Southern Ry., nor will the St. Louis, Iron Mountain & Southern Ry. equalize any net fares established via the Chicago, Rock Island & Pacific Ry. between Memphis and Little Rock on any business between points east of Memphis and south or west of Little Rock, when routed via Memphis.	St. L., I. M. & S.

6. SPECIAL EXCEPTIONS TO PASSENGER AGREEMENTS FILED BY THE CARRIERS SHOWN IN MARGIN OF EACH EXCEPTION—Continued.

Carriers.	
7. Net fares to noncompetitive points made via one of these lines, which is land grant, will not be equalized via another of these lines which is nonland grant.	Mo. Pac. St. L., I. M. & S.
8. Net fares will not be accepted by these lines except those established via competing lines on competitive business, nor will these lines accept proportions of net fares established via other lines where final destination is a strictly local noncompetitive point.	Mo. Pac. St. L., I. M. & S.
9. Net fares established through Portland over Shasta Route between California points and Butte, Mont., and other points via Butte to and from which normal one-way fares apply via Butte, will be equalized through Ogden or Salt Lake City by the Oregon Short Line R. R. and connections.	O. S. L. S. P., L. A. & S. L. Southern Pac. W. P.
10. Net fares established via Southern Pacific Co. free land-grant mileage between Portland and Roseville will not be equalized via steamer line between Portland or Seattle and San Francisco.	P. C. S. S. Co. S. F. & P. S. S. Co.
11. Equalization afforded under the form of agreement will not apply on traffic to, from, or through California interchanged at Los Angeles with San Pedro, Los Angeles & Salt Lake R. R.	So. Pac.
12. Equalization afforded under the form of agreement will not apply on traffic to, from, or through California interchanged with the Santa Fe System at either Los Angeles or Deming or El Paso, except that passing to or from Fort Bayard, N. Mex., via Deming.	So. Pac.
13. Net fares to or from points in Oregon and Washington established over Northern Pacific Ry. will not be equalized over Shasta route of Southern Pacific Co. (P. S.).	So. Pac.
14. Net fares established over the Southern Pacific land-grant road between Roseville and Portland will not be equalized over the line of the Southern Pacific Co. between Davis and Tehama through Willows.	So. Pac.
15. Net fares established by line of Michigan Central R. R. between or through Lansing, Saginaw, or Bay City and Cheboygan or Mackinaw City, Mich., will not be equalized via other authorized routes.	Pere Marq.

7. FREIGHT TRAFFIC AGREEMENT.

The carriers shown herein agree, subject to the exception specifically stated below and subject also to the exceptions filed by each individual line forming part of a through route, to accept for the transportation of property moved by the Quartermaster's Department, United States Army, and for which the United States Government is lawfully entitled to reduced rates over land-grant roads, the lowest net rates lawfully available, as derived through deductions account of land-grant distance from a lawful rate filed with the Interstate Commerce Commission applying from point of origin to destination at time of movement.

On traffic destined to or received from points on lines of other carriers this agreement will only apply in connection with such carriers as have filed with the Quartermaster General of the Army a general agreement in form substantially as above.

GENERAL EXCEPTIONS.

(See also special exceptions.)

On traffic to or from California points the carrier will not equalize via other routes net rates established via Northern Pacific Railway, Portland, Oreg., and Southern Pacific Co.

This agreement to remain effective during the remainder of the calendar year ending December 31, 1911, and thereafter from year to year unless the carrier files notice of withdrawal with the Quartermaster General of the Army at least 60 days prior to the beginning of any calendar year.

This agreement cancels all previous equalization agreements on freight traffic filed by the carriers shown herein.

8. SPECIAL EXCEPTIONS TO FREIGHT AGREEMENTS FILED BY THE CARRIERS SHOWN IN MARGIN OF EACH EXCEPTION.

	Carriers.
1. The carrier will not equalize net rates established over the free line of the C., M. & St. P. Ry. between Duluth, Minn., Superior, Itasca, Ashland, or Washburn, Wis., and Pipestone, Minn.	C., St. P., M. & O.
2. On traffic to and from points in Texas the carrier will not equalize via other routes net rates established via Cairo, Ill., or Memphis, Tenn., and the St. Louis, Iron Mountain & Southern Ry., or Chicago, Rock Island & Pacific Ry.	Frisco Lines. St. L. & S. F.
3. On traffic to or from points in Arkansas the carrier will not equalize net rates established via either Cairo, Ill., or St. Louis, Mo., and the St. Louis, Iron Mountain & Southern Ry., or via Memphis and St. Louis, Iron Mountain & Southern Ry., or Chicago, Rock Island & Pacific Ry.	Frisco Lines. St. L. & S. F.

8. SPECIAL EXCEPTIONS TO FREIGHT AGREEMENTS FILED BY THE CARRIERS SHOWN IN MARGIN OF EACH EXCEPTION—Con.

	Carriers.
4. On traffic to or from points in Arkansas the carrier will not equalize net rates established via the free land-grant line of the Chicago, Rock Island & Pacific Ry.	Missouri Pac. St. L., I. M. & S.
5. On traffic between California points and points in the Northwest located on both the Oregon-Washington Railroad & Navigation Co. and the Northern Pacific Ry., the Oregon-Washington Railroad & Navigation Co. will equalize net rates established via the Northern Pacific Ry., Portland, Oreg., and the Southern Pacific Co.	O.-W. R. R. & N. Co.
6. Under this agreement, shipments via the St. Joseph & Grand Island Railway Co. must be routed via either St. Joseph, Mo., or Kansas City, Mo., and the Union Pacific R. R. at Grand Island, Nebr.	St. J. & G. I.
7. Except as shown in special exceptions Nos. 8, 9, 10, 11, and 12, no land-grant rates will be equalized by lines in Central Freight Association territory shown in margin, except those established via standard all-rail lines in connection with the Illinois Central R. R. within the State of Illinois via usually traveled routes.	Ann Arbor R. R. B. & O. B. & O. S. W. B. & L. E. Central Indiana. C. & E. I. Chicago & Erie. C. I. & S. C., H. & D. C., A. & C. C., C., C. & St. L. C., I. & L. D. T. I. D., A. V. & P. Erie R. R. Ft. W., C. & L. K. & M. L. E. A. & W. L. E. & W. L. S. & M. S. M. C. & C. Mich. Central. N. Y., C. & St. L. Northern Ohio. Pennsylvania Co. Pere Marquette. P. & L. E. P., C., C. & St. L. T. & O. C. T., P. & W. T., St. L. & W. Vandalia R. R. W. P. Terminal Ry. West Side Belt R. R. Z. & W.
8. The carrier will also equalize all competitive land-grant deductions applying within Lower Peninsula of State of Michigan on traffic originating at, destined to, or routed via its line.	Mich. Central.

8. SPECIAL EXCEPTIONS TO FREIGHT AGREEMENTS FILED BY THE CARRIERS SHOWN IN MARGIN OF EACH EXCEPTION—Con.

	Carriers.
9. The carrier will also equalize all competitive land-grant deductions applying within Lower Peninsula of State of Michigan on traffic originating at, destined to, or routed via its line or the Manistique & Lake Superior R. R., except that of the Michigan Central R. R., Lansing to Mackinaw City, Mich., inclusive.	Ann Arbor R. R.
10. The carrier will also equalize land-grant deduction of the Pere Marquette R. R., Flint to Ludington, Mich., on traffic from and to points east of the western termini of eastern trunk lines, from and to points west of Lake Michigan.	C., C., C. & St. L. C. & E. Erie R. R.
11. The carrier will also equalize land-grant deduction of the Grand Rapids & Indiana Ry. from the Michigan-Indiana State line to Petoskey.	Pere Marquette.
12. The carrier will also equalize competitive land-grant deductions applying within the lower peninsula of the State of Michigan on traffic from or to points east of the western termini of eastern trunk lines.	Pere Marquette.

9. LIST OF AGREEMENT CARRIERS.

Name of carrier.	Passenger.		Freight.	
	Date of agreement.	Special exceptions.	Date of agreement.	Special exceptions.
Alabama & Vicksburg Ry.....	July 1, 1911	.....	Nov. 1, 1910	.....
Alabama Great Southern Ry.....	do.....	.....	Nov. 15, 1910	.....
Ann Arbor R. R.....	May 15, 1911	.....	Sept. 26, 1911	7,9
Apalachicola Northern R. R.....	July 1, 1911	.....	(1)	.....
Arizona Eastern R. R.....	May 15, 1911	.....	(1)	.....
Arkansas, Louisiana & Gulf Ry.....	do.....	.....	(1)	.....
Atchison, Topeka & Santa Fe Ry.....	do.....	1	May 12, 1911	.....
Atchison, Topeka & Santa Fe Ry.—Coast Lines.....	do.....	1	do.....	.....
Atlanta & West Point R. R.....	July 1, 1911	.....	(2)	.....
Atlanta, Birmingham & Atlantic R. R.....	do.....	.....	(1)	.....
Atlantic Coast Line R. R.....	do.....	.....	May 19, 1911	.....
Baltimore & Ohio R. R.....	May 15, 1911	.....	Sept. 26, 1911	7
Baltimore & Ohio Southwestern R. R.....	do.....	.....	do.....	7
Beaumont, Sour Lake & Western Ry.....	do.....	.....	June 1, 1911	.....
Bessemer & Lake Erie R. R.....	do.....	.....	Sept. 26, 1911	7
"Big Four Route".....	do.....	.....	do.....	7,10

¹ No agreement.

² Declined.

9. LIST OF AGREEMENT CARRIERS—Continued.

Name of carrier.	Passenger.		Freight.	
	Date of agreement.	Special exceptions.	Date of agreement.	Special exceptions.
Blue Ridge Ry.	May 15, 1911		(1)	
Buffalo, Rochester & Pittsburgh Ry.	do		(1)	
"Burlington Route"	do	2	June 20, 1911	
Carolina, Clinchfield & Ohio Ry.	July 1, 1911		Mar. 13, 1911	
Carolina, Clinchfield & Ohio Ry. of South Carolina	do		do	7
Central Indiana Ry.	(1)		Sept. 26, 1911	
Central of Georgia Ry.	July 1, 1911		Nov. 23, 1910	
Central R. R. of New Jersey	May 15, 1911		(2)	
Central Vermont Ry.	(1)		July 17, 1911	
Charleston & Western Carolina Ry.	July 1, 1911		June 17, 1911	
Chesapeake & Ohio Ry.	May 15, 1911		Dec. 7, 1910	
Chesapeake & Ohio Ry. of Indiana	do		Jan. 26, 1911	
Chicago & Alton R. R.	do		Oct. 10, 1911	
Chicago & Eastern Illinois R. R.	do		Apr. 14, 1911	
Chicago & Erie R. R.	do		Sept. 26, 1911	7, 10
Chicago & Northwestern Ry.	do	2, 3	July 1, 1911	
Chicago, Burlington & Quincy R. R.	do	2	June 20, 1911	
Chicago Great Western Ry.	do		June 29, 1911	
Chicago, Indiana & Southern R. R.	do		Sept. 26, 1911	7
Chicago, Indianapolis & Louisville Ry.	do		Oct. 31, 1910	
Chicago, Milwaukee & Puget Sound Ry.	do		Jan. 1, 1911	
Chicago, Milwaukee & St. Paul Ry.	do		June 14, 1911	
Chicago, Peoria & St. Louis Ry. of Illinois	do		Nov. 7, 1910	
Chicago, Rock Island & Gulf Ry.	do	4c	May 15, 1911	
Chicago, Rock Island & Pacific Ry.	do	4a, 4b	do	
Chicago, St. Paul, Minneapolis & Omaha Ry.	do	3	June 28, 1911	1
Cincinnati & Muskingum Valley R. R.	do		Sept. 26, 1911	7
Cincinnati, Hamilton & Dayton Ry.	do		do	7
Cincinnati, New Orleans & Texas Pacific Ry.	July 1, 1911		Nov. 10, 1910	
Cincinnati Northern R. R.	May 15, 1911		Sept. 26, 1911	7, 10
Cincinnati, Saginaw & Mackinaw R. R.	do		July 3, 1911	
Cleveland, Akron & Cincinnati Ry.	do		Sept. 26, 1911	7
Cleveland, Akron & Columbus Ry.	do		do	7
Cleveland, Cincinnati, Chicago & St. Louis Ry.	do		do	7, 10
Colorado & Southern Ry.	do	2	Nov. 14, 1910	
Colorado Midland Ry.	do	2, 4a-b	May 12, 1911	

¹ No agreement.² See paragraph 3.

9. LIST OF AGREEMENT CARRIERS—Continued.

Name of carrier.	Passenger.		Freight.	
	Date of agreement.	Special exceptions.	Date of agreement.	Special exceptions.
Columbia, Newberry & Laurens R. R.	July 1, 1911		(1)	
Concho, San Saba & Llano Valley R. R.	May 15, 1911	1	May 12, 1911	
Copper Range R. R.	do		(1)	
Dayton & Union R. R.	do		Sept. 26, 1911	7,10
Delaware & Hudson Co.	do		(2)	
Delaware, Lackawanna & Western R. R.	do		(2)	
Denver & Rio Grande R. R.	do	2-4a-b, 5	May 12, 1911	
Detroit & Mackinac Ry.	do		(1)	
Detroit, Grand Haven & Milwaukee Ry.	do		July 3, 1911	
Detroit, Toledo & Ironton Ry.	do		Sept. 26, 1911	7
Duluth, South Shore & Atlantic Ry.	do		Nov. 2, 1910	
Dunkirk, Allegheny Valley & Pittsburgh R. R.	do		Sept. 26, 1911	7
Eastern Ry. of New Mexico	do	1	May 12, 1911	
El Paso & Southwestern System	do	4b	June 21, 1911	
Erie R. R.	do		Sept. 26, 1911	7,10
Evansville & Indianapolis R. R.	do		Apr. 14, 1911	
Evansville & Terre Haute R. R.	do		do	
Florida East Coast Ry.	July 1, 1911		(3)	
Fort Wayne, Cincinnati & Louisville R. R.	May 15, 1911		Sept. 26, 1911	7
Fort Worth & Denver City Ry.	do		Nov. 17, 1910	
Fort Worth & Rio Grande Ry.	do		June 1, 1911	2.3
"Frisco Lines"	do		May 23, 1911	2.3
Galveston, Harrisburg & San Antonio Ry.	do		May 31, 1911	
Georgia & Florida Ry.	July 1, 1911		Sept. 19, 1911	
Georgia, Florida & Alabama Ry.	do		Dec. 27, 1910	
Georgia R. R.	do		Mar. 13, 1911	
Georgia Southern & Florida Ry.	do		June 15, 1911	
Grand Rapids & Indiana Ry.	May 15, 1911		(3)	
Grand Trunk Ry. System	do		July 3, 1911	
Grand Trunk Western Ry.	do	3-4b-5	do	
Great Northern Ry.	do		Jan. 12, 1911	
Gulf & Interstate Ry. of Texas	do	1	May 12, 1911	
Gulf & Ship Island Ry.	July 1, 1911		(1)	
Gulf, Colorado & Santa Fe Ry.	May 15, 1911	1	May 12, 1911	
Gulf Line Ry.	July 1, 1911		(1)	
Hocking Valley Ry.	May 15, 1911		Nov. 29, 1910	
Houston & Shreveport R. R.	do		May 31, 1911	
Houston & Texas Central R. R.	do		do	
Houston, East & West Texas Ry.	do		do	
Illinois Central R. R.	do		May 29, 1911	
Indianapolis Southern R. R.	do		do	
International & Great Northern R. R.	do		Nov. 4, 1910	
Iowa Central Ry.	do		May 11, 1911	
Kanawha & Michigan Ry.	do		Sept. 26, 1911	7
Kansas City, Mexico & Orient Ry.	do		Nov. 19, 1910	

¹ No agreement.² See paragraph 3.³ Declined.

9. LIST OF AGREEMENT CARRIERS—Continued.

Name of Carrier.	Passenger.		Freight.	
	Date of agreement.	Special exceptions	Date of agreement.	Special exceptions.
Kansas City, Mexico & Orient Ry. of Texas.....	May 15, 1911		Nov. 19, 1910	
Kansas City Southern Ry.....	do.....		Nov. 2, 1910	
Kansas Southwestern Ry.....	do.....	1	May 12, 1911	
Lake Erie, Alliance & Wheeling R. R.	do.....		Sept. 26, 1911	7
Lake Erie & Western R. R.	do.....		do.....	7
Lake Shore & Michigan Southern Ry.....	do.....		do.....	7
Leavenworth & Topeka Ry.....	do.....	1	May 12, 1911	
Lehigh Valley R. R.	do.....		(1)	
Louisiana Western R. R.	do.....		June 12, 1911	
Louisville & Nashville R. R.	July 1, 1911		Mar. 18, 1911	
Louisville, Henderson & St. Louis Ry.....	May 15, 1911		Nov. 2, 1910	
Macon & Birmingham Ry.....	July 1, 1911		(2)	
Macon, Dublin & Savannah R. R.	Aug. 15, 1911		(2)	
Marietta, Columbus & Cleveland R. R.	May 15, 1911		Sept. 26, 1911	7
Michigan Central R. R.	do.....		do.....	7,8
Minneapolis & St. Louis R. R.	do.....		May 11, 1911	
Minneapolis, St. Paul & Sault Ste. Marie Ry.	do.....		Aug. 29, 1911	
Mississippi Central R. R.	July 1, 1911		(2)	
Missouri, Kansas & Texas Ry.	May 15, 1911		May 29, 1911	
Missouri, Kansas & Texas Ry. of Texas.....	do.....		June 13, 1911	
Missouri Pacific Ry.	do.....	4a-b, 7,8	Aug. 8, 1911	4
Mobile & Ohio R. R.	do.....		Dec. 12, 1910	
Morgan's Louisiana & Texas R. R. & S. S. Co.	do.....		June 12, 1911	
Nashville, Chattanooga & St. Louis Ry.....	Aug. 15, 1911		Sept. 1, 1911	
New Orleans & Northeastern R. R.	July 1, 1911		Nov. 1, 1910	
New Orleans, Texas & Mexico R. R.	May 15, 1911		June 1, 1911	
New York Central & Hudson River R. R.	do.....		(1)	
New York, Chicago & St. Louis R. R.	do.....		Sept. 26, 1911	7
New York, Ontario & Western R. R.	do.....		(1)	
Norfolk & Western Ry.	do.....		June 26, 1911	
Norfolk Southern R. R.	July 1, 1911		(2)	
Northern Alabama Ry.	do.....		(2)	
Northern Central Ry.	May 15, 1911		(1)	
Northern Ohio Ry.	do.....		Sept. 26, 1911	7
Northern Pacific Ry.	do.....	3,5	Nov. 11, 1910	
"North Western Line"....	do.....	2,3	July 1, 1911	1
Oregon Short Line R. R.	do.....	4a, 5,9	June 6, 1911	
Oregon-Washington R. R. & N. Co.	do.....	5	May 10, 1911	5
Pacific Coast S. S. Co.	do.....	10	(2)	
Pecos & Northern Texas Ry.	do.....	1	May 12, 1911	

¹ See paragraph 3.² No agreement.

9. LIST OF AGREEMENT CARRIERS—Continued.

Name of carrier.	Passenger.		Freight.	
	Date of agreement.	Special exceptions.	Date of agreement.	Special exceptions.
Pecos River R. R.	May 15, 1911	1	May 12, 1911	
Pennsylvania Co.	do		Sept. 26, 1911	7
Pennsylvania R. R.	do	(1)		
Pennsylvania Terminal Ry.	do	(2)		
Pere Marquette R. R.	do	15	Sept. 26, 1911	7, 11, 12
Philadelphia & Reading Ry.	do	(1)		
Philadelphia, Baltimore & Washington R. R.	do	(1)		
Pierre, Rapid City & Northwestern Ry.	do		Sept. 27, 1911	
Pittsburgh & Lake Erie R. R.	do		Sept. 26, 1911	7
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.	do		do	7
Pontiac, Oxford & Northern R. R.	do		July 3, 1911	
"Queen & Crescent Route"	July 1, 1911		Nov. 10, 1910	
Richmond, Fredericksburg & Potomac R. R.	do		Sept. 11, 1911	
Rio Grande & El Paso R. R.	May 15, 1911	1	May 12, 1911	
"Rock Island Lines"	do	4a-b	May 15, 1911	
St. Joseph & Grand Island Ry.	do		June 17, 1911	6
St. Louis & San Francisco R. R.	do		May 23, 1911	2, 3
St. Louis, Brownsville & Mexico Ry.	do		June 5, 1911	
St. Louis, Iron Mountain & Southern Ry.	do	6, 7, 8	Aug. 8, 1911	4
St. Louis, San Francisco & Texas Ry.	do		June 1, 1911	2, 3
St. Paul & Kansas City Short Line R. R.	do		June 22, 1911	
San Antonio & Aransas Pass Ry.	Nov. 2, 1910		Nov. 2, 1910	
San Francisco & Portland S. S. Co.	May 15, 1911	10	(2)	
San Pedro, Los Angeles & Salt Lake R. R.	do	4b, 9	May 23, 1911	
Santa Fe, Prescott & Phoenix Ry.	do	1	May 12, 1911	
"Santa Fe System"	do	1	do	
Seaboard Air Line Ry.	July 1, 1911		Jan. 18, 1911	
Southern Kansas Ry. of Texas.	May 15, 1911	1	May 12, 1911	
Southern Pacific Co.	do	{ 2, 4b, 9, 11, 12, 13, 14 } May 13, 1911		
Southern Pacific Co.—Atlantic S. S. Lines	(2)		June 8, 1911	
Southern Pacific Co.—Pacific System	May 15, 1911	{ 2, 4b, 9, 11, 12, 13, 14 } May 13, 1911		
Southern Ry.	do		Mar. 14, 1911	
Southern Ry. in Mississippi	July 1, 1911		do	
Spokane, Portland & Seattle Ry.	May 15, 1911		May 15, 1911	
Tacoma Eastern R. R.	do		Jan. 1, 1911	
Tennessee Central R. R.	July 1, 1911		Oct. 10, 1911	
Texarkana & Fort Smith Ry.	May 15, 1911		(2) 1 May 12, 1911	
Texas & Gulf Ry.	do			

¹ See paragraph 3.² No agreement.

9. LIST OF AGREEMENT CARRIERS—Continued.

Name of carrier.	Passenger.		Freight.	
	Date of agreement.	Special exceptions.	Date of agreement.	Special exceptions.
Texas & New Orleans Ry.....	May 15, 1911		June 15, 1911	
Texas & Pacific Ry.....	do.....		Aug. 10, 1911	
Toledo & Ohio Central Ry.....	do.....		Sept. 26, 1911	
Toledo, Peoria & Western Ry.....	Feb. 20, 1911		do.....	
Toledo, St. Louis & Western R. R.....	May 15, 1911		do.....	7
Toledo, Saginaw & Muskegon Ry.....	do.....		July 3, 1911	
Trinity & Brazos Valley Ry.....	do.....		June 26, 1911	
Union Pacific R. R.....	do.....	2, 4a-b-c	June 3, 1911	
Vandalia R. R.....	do.....		Sept. 26, 1911	
Vicksburg, Shreveport & Pacific Ry.....	do.....		Nov. 1, 1910	
Virginia & Southwestern Ry.....	July 1, 1911		(1)	
Wabash, Pittsburgh Terminal Ry.....	May 15, 1911		Sept. 26, 1911	
Wabash R. R.....	do.....		Nov. 10, 1911	
Washington Southern Ry.....	July 1, 1911		Sept. 11, 1911	
Western & Atlantic R. R.....	Aug. 15, 1911		Dec. 16, 1910	
Western Pacific Ry.....	May 15, 1911	2, 4b, 9	Mar. 6, 1911	
Western Ry. of Alabama.....	July 1, 1911		(2)	
West Jersey & Seashore R. R.....	May 15, 1911		(3)	
West Shore R. R.....	do.....		(3)	
West Side Belt R. R.....	(1)		Sept. 26, 1911	
Wheeling & Lake Erie R. R.....	May 15, 1911		Nov. 1, 1910	
Wichita Valley Ry.....	do.....		(1)	
Wyoming & Northwestern Ry.....	do.....		Sept. 27, 1911	
Yazoo & Mississippi Valley R. R.....	do.....		May 29, 1911	
Zanesville & Western Ry.....	do.....		Sept. 26, 1911	

¹ No agreement.² Declined.³ See paragraph 3.

J. B. ALESHIRE,
Quartermaster General, U. S. Army.

November 18, 1911.

Approved:

By order of the Secretary of War,

LEONARD WOOD,

Major General, Chief of Staff.

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